

The FORK *and* BLADE

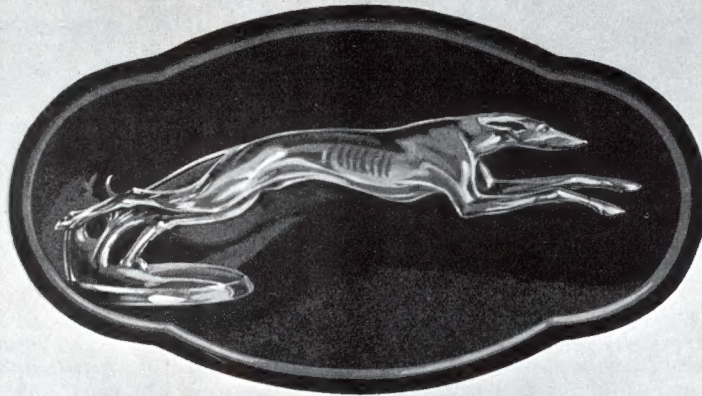
THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

NOVEMBER-DECEMBER, 1975

VOLUME 14 NUMBER 6



LINCOLN



The Greyhound—noted the world over, for swiftness and stamina, for grace and beauty in action—has been selected as the emblem of Lincoln cars. Its poised, silvery body, extended at full speed, graces the radiator cap of every new Lincoln. ¶ Long, lithe and sinewy—fleetest of its kind—the Greyhound best typifies Lincoln speed and grace, beauty and endurance.

LINCOLN MOTOR COMPANY
Division of Ford Motor Company

Lincoln cars range in price from \$4600 to \$7300
completely equipped, at Detroit



The Fork & Blade is published bi-monthly by The Lincoln Owners' Club at 9821 Copper Hill Road St. Louis, Mo. 63124. Membership dues are \$7.50 per year payable to The Lincoln Owners' Club. Second-Class postage Paid at St. Louis, Missouri.

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1975 HERSHEY LOC DINNER AND BUSINESS MEETING...started out with a cash bar cocktail party in the lobby of the Hershey Hotel. Our ranks were swelled by friends passing through to dinner who could not resist joining us. Bob Turnquist and Dr. Erle Heath were two, Erle was kind enough to take and make available the two photos of the gathering. The main attraction was a video tape of the Lincolns taken at the Dearborn meet.

Dinner upstairs was followed by the business meeting opened by LOC President Dick Chapman who welcomed the members. Since the bylaws state that the business meeting be held in winter and since the Hershey dinner has been better attended than the February AACA meeting in Philadelphia, in terms of LOC members, and weather in Hershey in October is winter enough, it was decided, Dick announced, that the annual business meeting would be held the Friday night of the Hershey meet to insure the greatest representation. (We had approx. 20 members present at February meeting in Philadelphia versus 120 at Hershey)

Dick then asked for a report of the last business meeting. Secretary Richard Quick said the minutes of it were written up in the January-February F&B so none were verbally given.

Treasurer's report was given by Ken Pearson in lieu of Treasurer Henry Haper being home ill.
Starting Balance 12-31-74 \$4318.31

RECEIPTS 1975:

1975 Dues	716.50
1976 Dues	20.00
Badges & Pins	15.00
Fork & Blade back issues	20.00
Service Bulletins	2934.50
Dearborn Meet (8-8-75)	3274.90
Refund from trophies (Dearborn Meet)	15.19
Void Checks	9.85
	<u>7005.94</u>

CASH DISBURSED:

Refunds (overpaid dues)	9.00
Envelopes, printing & mailing of F&B	2146.66
Room Charge-Philadelphia meet	26.50
Dearborn meet	2668.81
Canadian exchange on check	1.80
	<u>6126.42</u>

CASH ON HAND 10-6-75 \$5197.83

Dick Chapman added that Dearborn meet went into the red because of the open Saturday night bar. The Editor was called on and reported how much she appreciated the contributions of members to Fork & Blade and how well the Service Bulletin projects was going-sales wise.

It was announced that August 13-14 are the dates of the 1976 Dearborn meet and that Wilding had kindly made the video tape available from this year's meet. Arrangements had been made for the Hershey Lincoln dealer to loan his video tape player but the night before the dinner it was stolen. Heiss Ford of Harrisburgh was kind enough, at the last minute, to bring his tape player and TV to the Hershey Hotel for our use.

Oakley Sumpter, chairman of the nominating committee announced the nominated officers for 1976 are as follows:
Richard Quick, President Jim Elliott, Editor Joe Hordubay, Membership Chairman
Dick Chapman, Vice-President Sally Ann Quick Asst. Editor Ken Pearson 1921-30 Technical Adviser
Henry Harper, Secretary-Treasurer Dick Price, Project Chairman Jim Brannon 1931-39 Technical Adviser
There were all yea votes except for Dr. Stinson's joking nay. Bob Morgan showed his 1937 Lincoln book, telling it's history, which is written up in September-October 74 F&B.

The meeting was then turned over by Dick Chapman, who as VP will take the job of meet chairman, to Richard Quick. The members were kidded about the "deficit" drinking at Dearborn (Editor's note: all references were kidding as the Sat. Dearborn cocktail party in question was not out of bounds) Dr. Quick said he was very pleased that the L Service Bulletin project was completed and now the club could go on and reprint the 31-37 bulletins. Dick Price who has a complete set, volunteered it for copying. He also stated that the later bulletins made references back to the earlier ones so owners of 31 and up Lincolns should have a complete set. Dick Price is the Project Chairman for next year with the first project to be a brake cable lubricator.

Appreciation of the club was extended by Dr. Quick to Dick Chapman on the effort he has given to LOC for the

past two years, and to his wife and three sons for their efforts in getting the Fork & Blade out. It will continue to be printed and posted in St. Louis. The need for a club photographer was mentioned. Jim Elliott the new Editor was introduced as was Joe Hordubay, Membership Chariman.

The floor was opened to new business: a question was asked about the long lead time on the 34-39 ring & pinion gears, a So. Calif. CCCA project under the aegis of Tom Powells. Tom explained how busy the gear makers were and as furthur discussion ensued it was suggested it be continued after the meeting.



DICK CHAPMAN and RICHARD QUICK

pressed that Harrison Bridge could attend next year's Dearborn meet and write it up for "Old Cars". The meeting was adjourned. Members present were:

Jim Elliott
Jim Maroney
John Karabinas
Delyle Beyer
Jack Hoffman
Al Fink
John Magill
Frank Keenan
Morris Kunkle
John Greenleaf
Charles Stinson
Robert Woodward
Harry Andrews

Al Farrara
Dick Gibson
Richard & Sally Quick
George Armington
Harry Kaphingst
Mike Scherer
Richard Hopeman
Art Graver
Harry Benson
Al Zamba
Dick Price
J. Lambert
Keehle

Robert Bauerle
Gunnar Larson
John Brower
Kermit Wilson
David Strong
Joel Kickson
Ken Pearson
James Sullivan
John Aungst
Tom Powels
John Deringer
Carl Lueder
K. Groesback

Les Henry
Andrew Rosenfield
John Harlan
Oakley Sumpter
Dick Chapman
Harrison Bridge
Hank Jansen
Bob Morgan
Bob & Nancy Wells
Dom Pacitti
John Granahan
Byron Brown

Joe Hordubay
George Jones
Jim Quinlan
Earl Bergeron
Rick & Nancy Kriss
Frank DeBruyn
Jack Passey
Ray Henry
Wayne McKinley
Gerry Joynt
Pete Plunkett
A.W. Sorlied



Some of the participants at the LOC Hershey Dinner. From the left; UNKNOWN, LES HENRY, JIM QUINLAN, GERRY JOYNT, UNKNOWN. Background left, back of Joe Hordubay's head and right, Wayne McKinley.

Harry Kaphingst suggested that we have a swap meet of Lincoln parts in conjunction with the Dearborn meet. Dr. Quick said the officers would see what could be worked out. Hope was ex-

FROM THE EDITOR...Now that Jim Elliott is going to take over the writing of the Fork & Blade and Tom Powells the parts business I hope I will be able to enjoy future LOC meets in a more relaxed mannor. In every unposed meet photo I look so intently involved.

This was understandable during the Hershey meet as it took concentration to keep a footing going up and down the hills. About 2 PM Friday, I vowed if another swapper told me another corney joke comparing mud to chocolate or to have a nice day I was going to gig him in the eye with my wet umbrella. With persistance, we covered the entire swap meet, gathering a fair number of parts, 2% of which were later found to be incorrect. Friday's highlight was a visit to Jim Brannon's swap space. Unknowingly I had passed it closed, on Thursday, but it was so unusual that I had described it to several people Thursday evening.

Jim had gotten a swap space that had a high right rear corner with the other three corners dropping steeply away in three different directions. Being innovative, Jim had jacked up his camper-pickup, blocked up the 3 low wheels with 6-8" long pieces of stacked 2x4's and finished it off with a sign on the waist high bumper asking passerbys not to breathe on it. I didn't and wouldn't have stood by it if anyone else did! Jim was vending Lincoln Parts and Mars Candy with a "Tennessee cash register" which the city folks did not understand. It's a coffee can you put your money into and make your own change from, thus saving Jim the effort of getting up and sliding in the mud. Another colorful LOC swapper was Jerry Daugherty, whose efforts to sell L Bulletins were appreciated.

Did you see the article on Lincolns in November 1975 "The Saturday Evening Post" by Louis Steinwedel? I am

not an authority on the history of Henry Leland or the early years of the Lincoln automobile, so I presume the article is accurate although a picture of a 1933 Judkins berline was mis and under labled and the story of the origin of the Lincoln greyhound is "off" quite a bit from what I read in the Ford Archives and have written up in this issue. The article pictured, besides the 33 Judkins, a 1931 dual cowl phaeton and two of Rev. Osborn's Lincolns. A 1927 imperial victorial touring Fleetwood and a 1926 brass gothic phaeton.

I should like to thank you for all the kind things you have said about The Fork & Blade and the compliments you've paid me. Turn about is only fair, however.

Most of you are conservative, looking for good value when you part with money, probably very much like the original owners of your Lincolns, for a Lincoln's understated elegance doesn't usually appeal to flashy types. In LOC there are fewer wheeler-dealer types, know-nothing showboats and loud mouths than any other old car group I've associated with. Off hand I can't think of any. I haven't seen the jealousy or too intense rivalry for trophies, nor heard anyone running down the other guy's car. I compliment you for being ladies and gentlemen. You are outstanding among the old car hobby groups & it has been my pleasure to work with you.

1924-30 SERVICE BULLETINS AVAILABLE NOW \$30.00

There was a dramatic surge of sales after Dick Price stood up at the Hershey dinner and said because of the later bulletins refering back to prior ones all owners of 31 & later Lincolns should have a complete set. The fork & bladed 31-33 especially have many carry-over features of the L's. The following bulletins had information helpful to later Lincolns; Aug '24-oogah horn; Sept '24 & Mar '26-shocks; Dec '24-connecting rods; Feb '26-steering sector thrust washer (bad ones cause hard steering); Sept '25-crank bearings; Mar '26-circuit breaker breaker; July '26-packing water pump; Sept '27-front axel bushing; Nove '27-King Sealey gas guage; Jan '29-steering gear; Feb '29-wheel bearings; May & Dec '29-dashclock, just to name a few.

Pre-paid orders are now being taken on the following:

1931-37 LINCOLN SERVICE BULLETINS \$25.00

(Anyone ordering the 31-39 Bulletins has the option of buying the 24-30 bulletins for \$25.00)

AUTHENTIC COVER FOR ANY OR ALL SERVICE BULLETINS \$5.00

L LINCOLN SHOP MANUAL \$20.00

1921 LINCOLN CATALOG \$5.00

Available now COMPLETE 1931-38 CHASSIS PARTS CATALOG on 4 Microfiche cards \$5.00

Checks for pre-paid subscription items will be held until the minimum is met or two months, which ever comes first. Uncashed checks will be returned if the minimum isn't met. All checks made payable to The Lincoln Owners' Club and sent to Treasurer Henry Harper P.O. Box 189 Algonquin, Ill 60102.

The paper stock on the above will be the quality of the original. The printing is very good, as those of you who have your L Bulletins know. The Service Bulletin covers are illustrated in the April 1924 Ser. Bull. and are to be made with raised embossing duplicating the original except they will not have the "Old" gold overprinting, a shoe string is included. The L Shop Manual was put out about 1926. There are zerox copies of this available but this reprint will be on coated stock with a cover closely matching the original. The 1921 Catalog, printed in black & sepia is the introductory or first Lincoln catalog. 10 different Lincolns are illustrated with enameled radiator shells, bell headlights, no bumpers & wood wheels and on the last page is an excellent photo of the right side of the engine. Cover says, "Lincoln Motor Cars Leland - Built". Last but not least are the microfilmed copies of the 1931-38 chassis parts catalog published in 1938. The 4x6 microfiche cards can be read in any microfiche reader. Our local library's reader will also print out paper copies at 10¢ a page. All of the subscription items have 100 order minimums.

FROM THE MEMBERS...COMMENTS, QUESTIONS, AND ANSWERS...

From SAM DIBBLE, "Why not publish a service manual for 1931?" If the above sell, we'll get to it.

"How about a 'Value Guide' for those of us thinking of buying a car?", writes ROY WILLIAMS. That would be very difficult, as so much depends on on condition & body style. The best way to get an idea of worth is to contact a member who has a Lincoln similar to one you are interested in.

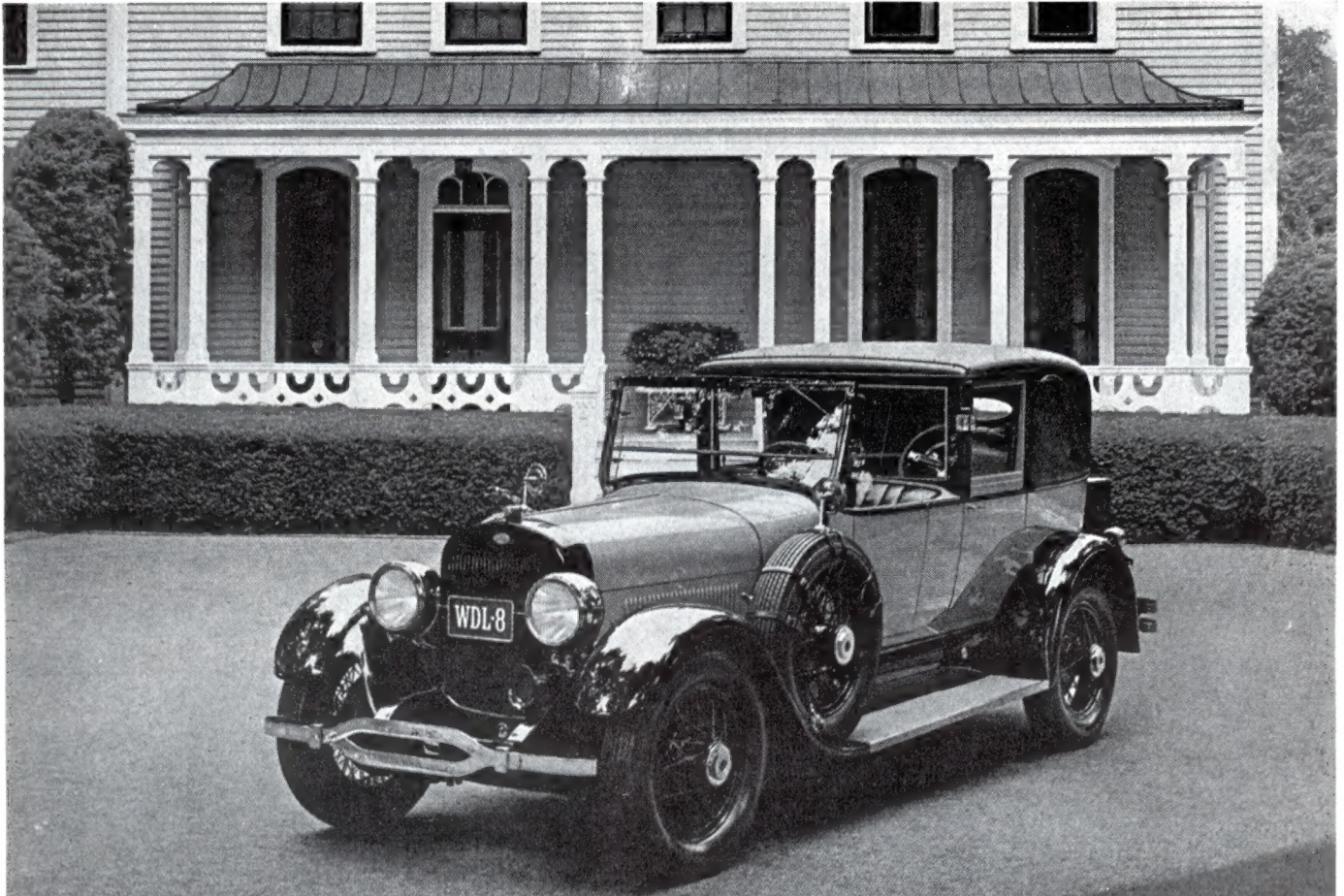
THEODORE EASTMAN asks, "I would like to know who has driven a 1921 to 1939 Lincoln the most miles? Has anyone friven a Lincoln a million miles? The reason I ask the above question is the following: One million miles is the goal of taxi driver Robert Bender, 73, of Madison, Wis. Mr. Bender, while on duty, already has more than 850,000 miles on his 1956 Cadillac limousine. He bought the car for \$1500 and other than a new transmission & a paint job has had to make only a few minor repairs."

CHARLES REID comments: "Fork & Blade is excellent. Technical articles particularly informative. This is sort of service a one-make club should provide."

J. BRUCE MORDANT writes, "If possible, I would like to see some articles by people who have made and replaced wooden pieces or some of the hammered metal pieces. Many of the coupes ended up as tow trucks or pick-ups & require much work in the rear section." Hugh Nutting did 3 articles on basket cases; Nov-Dec '74; Mar-Apr '75 and July-Aug '75. He will be doing more and getting into more detail on "how-to".

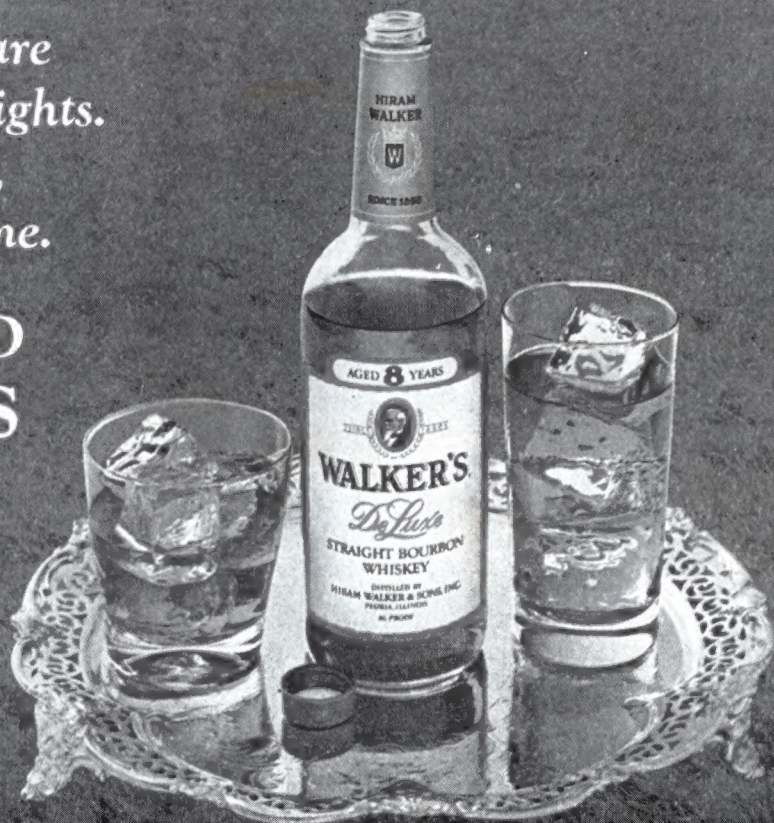
The Lincoln pictured in the ad on the opposite page is an immaculate 1926 Town Car belonging to Treasurer Henry Harper. The ad is from "Time Magazine".

Shown below: a 1926 Lincoln L-Series Town Car



*Among cars, there are
many famous eights.
Among bourbons,
there is one.*

8-YEAR-OLD WALKER'S DELUXE



FROM THE MEMBERS...continued

From a member who asked to be anonymous: "I would suggest that this club and others form a committee to compile a list of professional restorers who would like to be visited periodically and 'approved' in order that the novice antique or classic auto owner would have a better chance of choosing a professional restorer. I have personally been stung badly and know of others who have been and are being stung now. I have submitted, herewith my list of things to look for when choosing a professional auto restorer. LOC could add or improve my list...Unfortunately, there appears to be a number of unscrupulous people ready to make a wonderful 'hobby' very profitable for themselves."

ITEMS TO LOOK FOR WHEN CHOOSING A PROFESSIONAL RESTORER

1. Get a list from the restorer of 6 or more customers representing 1 per year of restored cars about the same vintage as yours. Call the owners and openly discuss their feelings as to satisfaction of cost, quality and service. Find out the condition of their cars when brought to the restorer, time spent restoring and escalation of hourly rates. Also the ultimate cost for restoration. Customers are really the best judge of a professional restorer. You can then estimate what your car will cost you. Do not listen to the estimate of the restorer because they usually underestimate and then you are locked in.
2. Look at a number of cars restored by the professional and judge for yourself.
3. Get a commitment from the restorer in writing as to guarantee of work performed and its cost.
4. It is best to choose a restorer near you so you can check upon progress. This is not imperative, however, if you have chosen a reputable restorer.
5. Talk to judges and other knowledgeable people in antique auto clubs as to the restorer's reputation.
6. Tell the restorer what kind of car you want to end up with, show or road.
7. Encourage your club to keep a list of professionals who request to be on this list and are periodically visited by a designated committee from your club.
8. Make up an inventory listing condition and replacement value and get it signed whenever anything goes into a shop like a car or engine that has multiple parts that will be disassembled and could be misplaced.

From Robert G. Landino, "Very disappointed in a member of LOC, named _____. From conn. I've called him in Calif., leaving messages to call me back collect, I've also written letters and have never recieved any response or acknowledgement."

NOTICE: Allen McWade is working on reproducing 1934-40 K gasket sets including head gaskets minus the one supplied by Lincoln Prod., also 1936 K taillight shells and bezels. If you know anyone reproducing the above notify Allen.

FRED KOHLMAYER has produced cast iron heads for K Lincolns. Fred had a pair on his 1939 LeBaron convertible sedan which he drove to Dearborn for the LOC meet.

Ray Atherton's 1927 L

"Just a few lines about what is left of a 1927 5 passenger sedan (see Photos at the top of opposite page). About two months ago I recieved a phone call from a Mr. Thomas Shelton. He informed me he wanted to sell his 27 Lincoln, which he had started to restore. I met Tom about 8 years ago when I had my 26 Lincoln at a show.

The next weekend, my wife and I were off to his ranch that borders Mexico, south of San Diego. Without too much looking my wife was writing a check for the Lincoln and Tom & I were loading parts of it into my car.

It was pretty much of a basket case, and what a shame, it only had 25,000 miles on it. The engine had been restored and the frame painted. I took all the parts off the body I wanted as it was off the frame and we junked the body, all the sheet metal was in perfect condition, but the wood was all rotted out, the cowl & doors I couldn't part with so I have them.

The Lincoln was purchased in Pennsylvania for \$400 and driven to San Diego in 1945, it was in top condition at this time. Later it was sold for \$100 to a man who worked on the Shelton ranch. After a time, for some minor reason it wouldn't run and was pushed in back of the barn where it was left. Heavy rain washed part of the bank down on it until one side was partly covered with dirt. Mr. Shelton told me he dug it out with his skip loader and put it in the barn. What a shame it couldn't have been put there to start with.

It was a beautiful blue with blue upholstery with a dark blue stripe.

I'm still cleaning and finding places for all the parts and hoping someday a body can be found and another L Lincoln will come back.

CARL LUEDER'S 1932 KA Murray Roadster

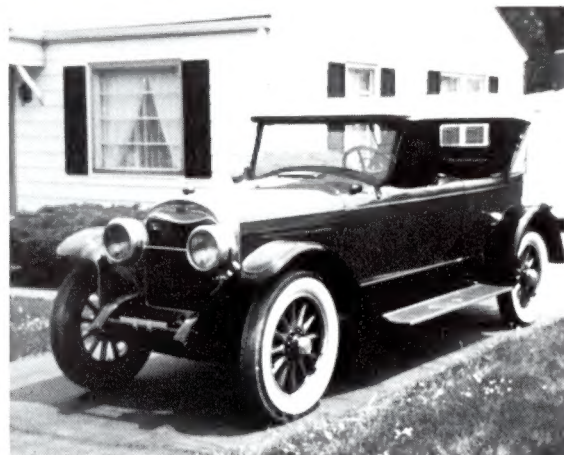
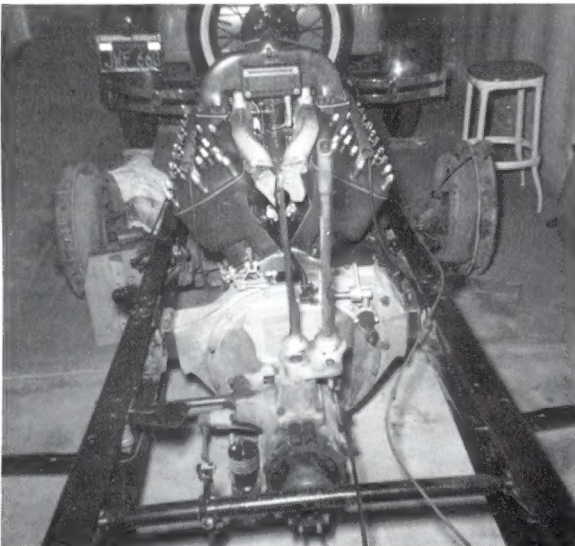
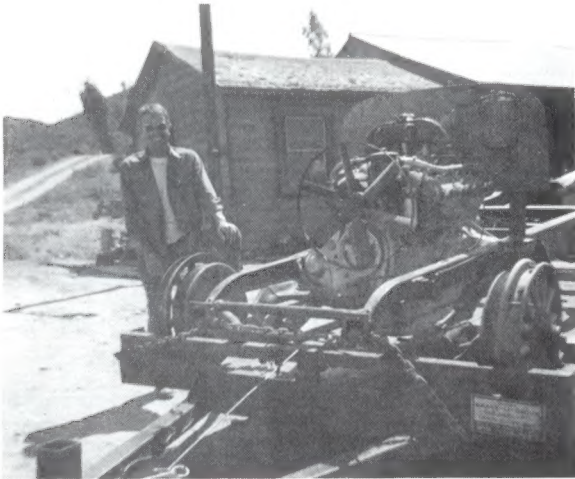
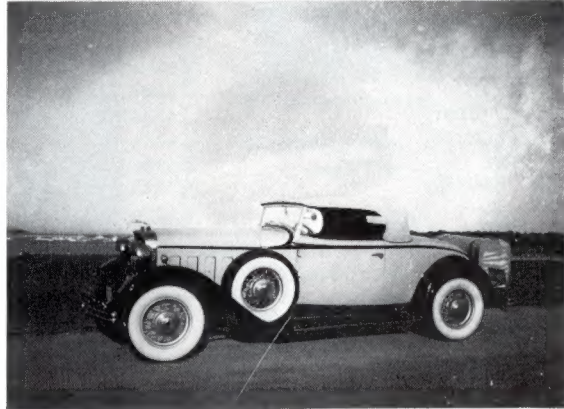
It was 1961 when Carl purchased his roadster in Boston. He had driven it from Boston into New York State and was about 15 miles east of Buffalo on the main highway, going along at 55 MPH with an antique Indiana plate stuck on the back when he was pulled over by a New York State Trooper. He was asked for his driver's license, he produced it, next he was asked, "Let me see your car registration?" "I don't have any, Officer, I just bought the car!" "OK, lock 'er up 'cause I'm taking you in for using fictitious plates." The trooper went on to explain that the car was to be towed away and impounded.

Carl goes with the trooper 10 miles to a small general store to be brought before the judge, but he could not be found. He was across the street watching the local boy play football. As the judge comes limping over, Carl notices he is still wearing his butcher's apron. They all go into the "back room" of the general store, where the judge plops into an overstuffed chair while saying, "What's the charge?" "Driving with a fictitious license.", replies the trooper. Carl explains that he just bought the car in Boston and was driving it home to Indianapolis. The trooper isn't satisfied and seems determined to impound the Lincoln. Again, Carl explains that he could not get a license plate before he bought the car and now that he's in New York, how's he going to

get one, for an Indiana Trooper has to check the car out first? "How do you plead?" asked the judge, "Guilty or not guilty?" "Guilty" says Carl and the judge and the trooper went into another room, talked it over, came back and asked, "How's five dollars?" "Fine" says Carl and goes with the trooper back to the Lincoln, where he is given a receipt to show he's already paid a fine and finally let go. He took the backroads home with no more incident than a broken fan belt. This was not the last of his problems with the roadster as his letter of October 25, 1975 indicates.

"I would like to mention the fact that in the report of the results of the 75 Dearborn meet, my 32 roadster & I were awarded the "Hard Luck" Award & would no doubt have recieved the Long Distance Award had I not had the misfortune of breaking a piston after some 300 miles of travel, with 650 or so to go! Guess I was just pushing the old boy too hard! After 14 years in my hands & who knows how many miles before (the speedometer showed 61,000 & was broken when I acquired the KA) I suppose it was time something gave out for the engine had been untouched mechanically so far.

"An interim engine is being installed while the original is being rebuilt & then it shall be put "back in the saddle again". By the way, my KA roadster is number 10 of 12 built. Factory records indicate there were 12 numbers assigned to Body No. 210. As far as I know there are no other 210's remaining. I would like to hear from anyone knowing of another one, if there is."



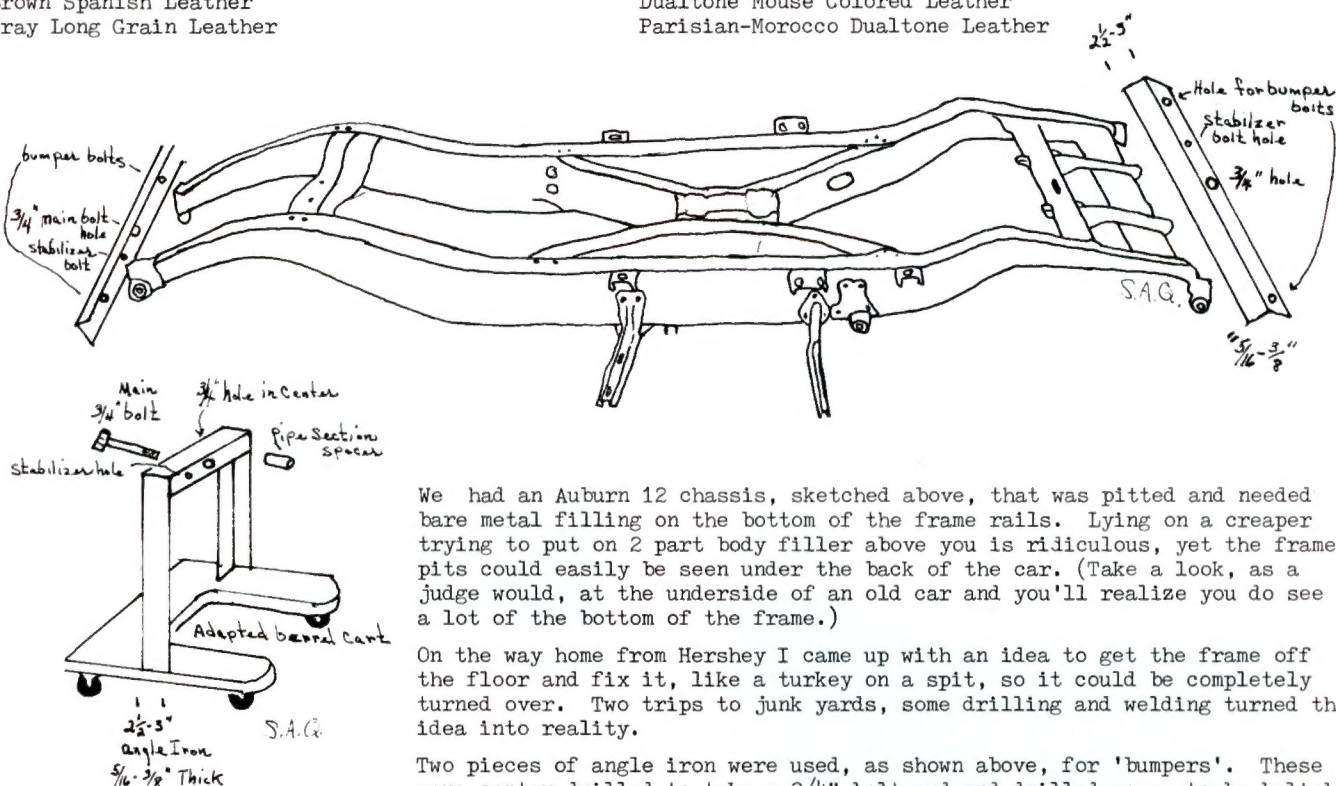
Top, CARL LUEDER's 1932 KA roadster; topleft, RAY ATHERTON standing beside the 27 chassis, right, the 27 sedan body; bottom left another view of the 27 chassis in Ray's garage, right, unidentified red & black Lincoln photo which was given to the F&B Editor at Dearborn. Whose Lincoln is it?

TECHNICAL...

LAWRENCE H. JOHNSON owner of a 1927 Judkins coupe "would like to know what color schemes were used by Lincoln on coupes or other models" From the Ford Archives dated 10-20-27 are the following colors:

Bambalina & Algerian Blue	Marne Green	Desert Sand
Athenian Green	Maroon	Palmetto & Terragon Green
Ambato Green	Maxine Blue	Lady Margaret Blue
Blue Devil Blue	Orriford Lake	Pilgrim Gray
Beige Brown	Sage Brush Green	Silver Gray
Brewster Green	Thistle Green	Silver & Kennelworth Gray
Cobalt Blue	Beige Brown Deep & Deep Wine	Sea Fog Gray & Ocean Blue
Crimson Lake	Beige Brown Deep & Onondago Brown	Sea Gull Gray & Raven Black
Deep Gray	Forest Green	Lincoln Gray
Green Gray Deep	Italian Cream	Ivory Jet Black
Lincoln Blue	Bskt. & Tartan Green	Madonna Lake
Marine Blue	Desert Sand & Pyramid	Rookie Tan
Mulberry Maroon	Chicle & Copra Drab	Ronault Green
	Cairo Gray	Wedgwood Green

The trim used with the above colors are listed as: Black Pebble Grain Dull finish Leather
Black Long Grain Bright Finish Leather
Brown Spanish Leather
Gray Long Grain Leather
Blue Spanish Leather
Dualtone Mouse Colored Leather
Parisian-Morocco Dualtone Leather



ed to hold the front end of the frame. Another similar wheeled cart was adapted for the rear. The height of the 3/4" bolt hole from the floor was set at 38 1/2" to allow a chassis with running board brackets, front axle, etc. attached to clear the floor when the frame was turned. The overall base measurement of the cart is 32x32". It is quite stable, even when the whole rig is moved.

After the angle iron 'bumpers' are bolted to the frame and the frame is jacked up and the 'bumpers' are bolted by a 3/4" bolt to the top cross member of the cart, a hole for a 3/8" stabilizing bolt should be drilled as pictured to keep the frame from turning.

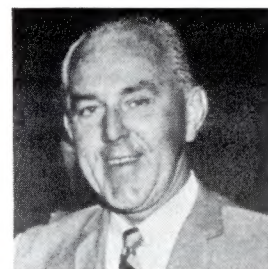
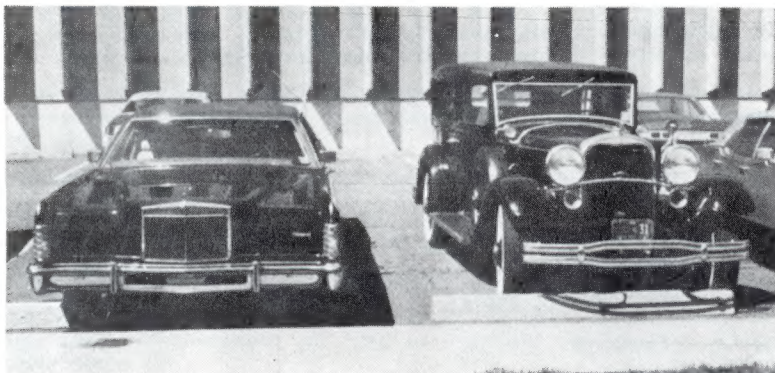
\$47.50 covered the cost of ALL the materials and my husband did all the work. What do you get for the time & money spent? The "rig":

1. Allows easy sandblasting, filling, priming, sanding and topcoating of the bottom of a chassis.
2. Does away with all the jacking up and down and jackstands.
3. Makes the chassis, minus wheels movable - we push it outside for painting.
4. It gets the frame up at an easy working height.

On the one chassis or frame we have used this rig on the engine, and complete rear axle and springs were removed, as we did not want too much weight. The engine would naturally be removed but on the next frame we are going to try removing only the differential, leaving the axle housing and rear springs.

SPOTLIGHT

LINCOLN LIMOUSINE 1931 - 1975



Mr. Chapman, Vice President of CPS

Comparative Statistics 1975 - 1931
Lincoln Limousine

	1975	1931
Engine	V-8	V-8
Engine Cubic Inch	460	385
Horse Power	204	120
Wheelbase	163"	145"
Miles Per Gallon	8	8
Weight	6,300 lbs.	5,370 lbs.
Number of Limousines built	152	387
Color	Black	Black
Top Speed	112	87
Overall length	258"	218"
Height	55"	75"

At times there are two Lincoln limousines in the parking area at the Papercraft Corporation office in Pittsburgh. 44 years separates their age.

One is a beautiful 1975 Lincoln Continental limousine belonging to our Chairman and President Mr. J. M. Katz and chauffeured by Alvin Richardson.

The other limousine is a 1931 Lincoln owned by Dick Chapman of CPS Industries. Though 44 years old this car has the original paint and upholstery, and is driven three to four thousand miles each summer to car shows where it continues to earn top awards.

FOR SALE

1931 two window Judkins berline limousine. Very good original condition. New tires, excellent road & tour car, mechanically sound. \$12,000. Howard L. Dunlap 751 Auburn St. Plymouth, Mich 48170 313 543-0448

1934 Lincoln KA V-12 sedan. A fine original, unrestored classic with sidemounts, wire wheels, trunk & rack, also has the rare factory free-wheeling unit. Absolutely no rust nor rot anywhere. Paint & upholstery are good. A presentable Lincoln to enjoy or a quick & easy high point restoration. A fine tour car with lots of go & factory power brakes. Harrison Bridge 50 Fernwood Road Chestnut Hill, Mass 02167

1935 Lincoln Model K Brunn 7 p convertible cabriolet town car. Four position roof. Maroon & black with side-mounts, mirrors, speaker & divider glass. Only 5 were built. Recent restoration to national 1st place, CCCA & senior 1st, VMCCA. Richard V. Schweitzer 2488 Holgate Road Akron, Ohio 44313 216 836-1262

1938 Lincoln K Willoughby limousine. New top, lesters & some new chrome. Excellent running fine road car with only 26,000 miles. For show it would need new paint & upholstery. Open for offers. Marsh Belden, Jr. 205 Central Plaza South Canton, Ohio 44702

1939 Lincoln K 9620 formal limousine. Black leather chauffeur's compartment with beige broadcloth pass. compartment. 2 jump seats. Car has less than 6,300 original miles, restoration includes complete paint in original Royal blue, 6 new Lester WW, complete engine disassembly & cleaning. Car has radio, dual Tripp lights & dual sidemounts, should easily judge 98 pts. Ready for show or go. Asking \$16,000. Howard S. Barksdale 1 Greerway Plaza East Suite 510 Huston, Texas 77046 713 622-6287

Lincoln sales catalogues, folders, 1925-38. SSAE with inquiry. To trade, a 1929 owners manual for a 1930 owners manual. Harrison Bridge 50 Fernwood Road Chestnut Hill, Mass 02167

Original Lincoln Service Bulletins, 32 issues \$75.fob. Original Lincoln wreath design motormeter \$60.fob. Al Link James Way Granite Springs, N.Y. 10527

4 blackwall 700x20 8 ply Kelley Springfield tires, like new, \$100.fob. Wesley Harvey 307 W Edward Dr Endicott, N.Y. 13760

License plates for sale, name year, model & mfg, \$7.. Loc license plates \$6. I will also trade my services in return for a Lincoln, Ford, Mercury, Cadillac, Checker or Stutz auto of value equal to my services or will pay difference. WANTED, Any F&B prior to Sept-Oct 74. All replies will be answered. Ron Foertch 330 N Edwards Ave Eastwood, N.Y. 13206

New 1936-39 Lincoln hubcaps spun on your steel backs. Send your caps & we will spin new .032 brass faces on for \$45. ea., have the plating done yourself. Please send payment with order & allow 4-6 weeks for delivery. Jack Greenleaf William Henry Rd North Scituate, Rhode Island 02857. Please include postage.

New chromed clip & bolt to hold on rear license plate. \$6. Delyle Beyer RR 2 Box 92A Hartford, Wis 53027

1933 8x11" color catalog. 16 pages with 9 Lincolns illustrated, close to mint. \$100. Toney Speth 4628 Mattis St. Louis, Mo 63128 314 487-3462

Your car in needlepoint! Needlepoint kit includes the design of your car in color on 18x18" canvas, yarns, needle & directions. \$25 a kit. Send color photos or specify colors if photo is B&W. Joan Reali Rt 2 11 Magnolia Daleville, Alabama 36322

FROM THE FORD ARCHIVES...

2-16-25 CHANGING MOTOR NUMBERS ON LINCOLN AUTOMOBILES

As outlined in Sales Dept. letter of January 22, motor numbers and car serial numbers are to be changed on all Lincoln cars over six months old at the Branches at this time with exception of demonstrators.

You are to proceed immediately to file off the motor number and remove the car serial number from the dash. Carefully file off the number pad with a new 12" vixen file, exercising caution to keep the surface flat and in its original plane. Completely remove all evidence of former numbering. The car serial number plate is to be returned to the Highland Park plant, marked for the attention of Mr. Overman, Lincoln Plant. Every plate must be accounted for and care must be exercised to pack and tag them properly.

As the motor and car numbers are removed, records must be made and copies mailed to this office, att. Production Department. This record is to contain the following information.

No. 1. Sales order number on which car was received

No. 2. Motor and car number removed

No. 3. Body number.

Send copy of above letter to Auditing Dept. Motor record cards should be maintained under old motor number and "L" order number until new motor number is assigned.

You are authorized to make the following changes at once on cars over 6 months old, ordering the necessary materials from the Lincoln factory unless you have parts in stock:

1. Install new camshaft L-5766-BR
2. Install horn on headlamp bracket L-8483-D L-8484-C
3. Install vertical shutter, radiator and hood
4. Install 2 mirrors L-9083-A, L-9083-B, or L-9084-A and L-9084-B
5. Install new overrunning clutch L-5543-B
6. Install front and rear bumper L-13213-E L-11893
7. Install extra tire and tire cover
8. Install new type fenders, dust shields and running board
9. Install new toggle joint on carb or heater L-6332-C L-9082 L-394
10. Revarnishing or repainting cars, unsalable because of deteriorated paint
11. Replacing tires on car over nine months old.

At the time of sale, a number will be assigned by this office to cars from which the motor number has been removed. A set of dies and a fixture for holding them in position, will be shipped you for stamping the motor number on the crankcase. The plate for the car serial number will be shipped you at the time the new number is assigned.

April 24, 1924

In order to increase the saleability of old style Lincoln coupes taken in trade, a number of our dealers are having the tops of these cars lowered, thereby improving their appearance considerably. We understand that the cost of making this change is small and the work can be done by the average body builder, we are passing this information on to you, in order that your dealers, if they so desire, may have this alteration made to any such jobs that they are having difficulty moving. The following, quoted from a Cleveland Branch letter will give an idea of how the change is made, and while instructions are not explicit, a body builder will have no difficulty in making the changes indicated.

"The top is cut off $3\frac{1}{2}$ " and starting in the rear the frame is cut into just low enough to permit the removal of $3\frac{1}{2}$ ". At the center post, the cut is made about 3 or 4" lower and the same is true at the front post. The metal is peeled down and cut off, then replaced after the body framework has been assembled and strengthened at the joints. The same glass is used, of course, each windowpane being cut down $3\frac{1}{2}$ " so that when the windows are closed the weatherstrip at the bottom will close as it did formerly.

"Three or four days time is required to perform this work and the cost is approximately \$150.00. However, the work and cost of repainting the entire body and chassis is \$240.00. The finish job makes a very good looking coupe job, and at a short distance hardly resembles the old Lincoln Coupe."

As there are a number of these old style coupes in service at the present time, which our dealers will be required to handle eventually, we suggest you pass this information on promptly, in order that they may take advantage of this means of making these cars more salable whenever a trade-in is involved.

Sales Department

PS The above applies to foreign branches and companies where there are any old style coupes available.

The two letters above are from the Ford Archives, I appreciate Mr. Winthrop Sears making them available.

BILL SCHMIDT LOC & Lincoln Zephyr Owner's Club member has made the results of the Zephyr Los Gatos, Calif. meet available. In addition to Bill & his wife Marian bringing out a 1934 KB Dietrich con sedan for exhibition, LOC member Wally Pownall took 1st in Class 6 with a 1930 Judkins coupe, Terry Weber 2nd with a 1930 sedan and Jack Passey 3rd with a 1930 Locke roadster. In class 6A Marie Graver had a first with her 1932 KB Dietrich coupe and in Class 6B 1st place went to George Nielsen. Mr. Nielsen is not a LOC member. Thanks to Bill Schmidt for keeping us posted on Lincoln meets in California.

Also from California, new member, Gordon Rist sent in a clipping from the San Jose News about the Pebble Beach Concours d'Elegance. Unfortunately no Lincolns or LOC members were pictured. I understand that Tom Powels and Jack Passey were judges at that show and at least one other member, Harry Andrews was present.

COVER STORY...THE LINCOLN GREYHOUND

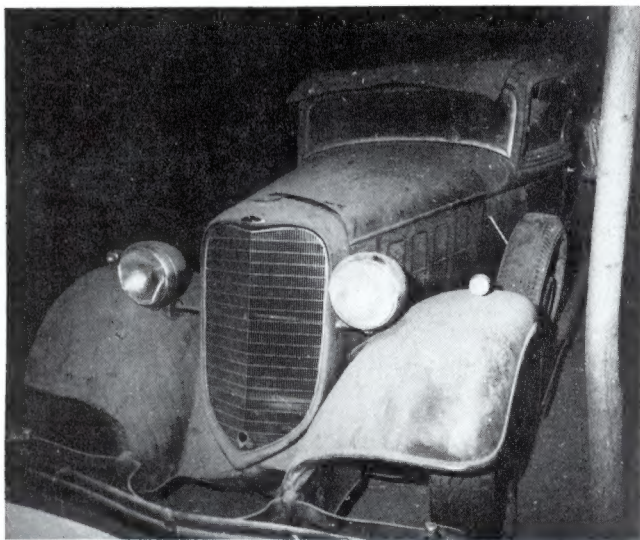
This account comes from a hand typed and bound Volume I of Irving R. Bacon's Reminiscence, from the Ford Archives. Irving Bacon was born in 1875. Educated as an artist, he was an artist for Dearborn Publishing Company and for Ford Motor Company Advertizing Department.

"With the ceasation of World War I the Lelands ran into finantial difficulty with the result that the govern-ment took over the plant and offered it for sale. Naturally Henry Ford would make the best bid, and after aquiring it, he turned it over to Edsel Ford with the remark that he wasn't interested in "motors that had more spark plugs than a cow has teats."

"It was his custom to leave all the artistic touches and artistic things to Edsel Ford's judgement. When it came to devising an ornament to place on the radiator cap of the Lincoln car, Edsel chose the greyhound as it suggested speed.

At that time Mansfield was becoming famous for his modernistic treatment of sculptural objects. Edsel had him submit some models. Even these did not please him, evidently, as he asked me to make the mount.

Although I had had no professional experience in sculptual work, I did have the advantage of several years training in animal anatomy. Using a racing greyhound (borrowed for making studies from every angle), I modeled the dog in Plastoline, from which I made a piece mold. In this, I made a wax casting. Wrapping it in cotton batting, I took it to Gorham in Providence, Rhode Island and they cast in aluminum - bronze. These dogs were nickle-plated and used as standard equipment on Lincoln cars for years until the Lincoln Zephyr came out."



Above & bottom right two views of MIKE RICHTER'S 1934 KA two window town sedan as it was when he bought it.

days it had been in outside storage; hence the top was a little thin and a couple of windows were broken out. All in all it is a restorer's dream car being that it was original, unrestored and solid.

That evening we visited the previous owner's home. From the basement came bushel baskets of goodies; hubcaps, greyhound, headlight, etc.

Now a year later the freshly painted KA sits on its new Denman waiting for the fresh engine. Do not be surprized if it's a cover car soon.

ODDS 'N ENDS...DOM PACITTI, an automotive illustrator has been with Ford Motor Co as an artist with 25 years experience. Dom is offering hand painting of cars from photos or slides. He does everything from oils to line drawing. For further details contact Dom at 6889 Fairwood Dearborn Hts., Mich. 48127 313 274-7774 SSAE

Audrey Haacke, Branch manager of Eudowood Office of the Maryland National Bank, Baltimore, MD 21203 301 823-3474

has sent a folder illustrated with an old car. It advertizes collector car financing at competitive rates. An auction line-of-credit can be arranged as can a restoration loan. Terms range from 3 to 5 years.

NUMBER ONE ON THE RICHTER SCALE by Hugh Nutting

In the fall, about a year ago, I recieved a note to call one of our newest members, Mike Richter. Mike asked if I would run over to Grand Junction, Colorado to look at a Lincoln sedan one of our friends had located.

Mike has been an old car person for several years. He operates a small automotive engine machine shop in the evenings which has been turning out most of the better running early Ford engines in the Denver area.

He owns several A and T Fords and wanted a larger car for touring. The Lincoln sounded as though it would fill the bill for a good Ford family product.

We pulled into Grand Junction about noon one Fall Saturday. Rounding up the owner took a while, as I remember, but the trip was worth it. In an old barn off an alley near the owner's business sat one of the straightest, rust-free 1934 KA town sedans one could hope to find in the 1970's.

Mike's KA had been in storage since 1940. In the early



I have 6 wheels & hubcaps with blue centers for 36 or 37 Lincoln, NEED luggage rack for 37 Lincoln. Frederick Ward 28 West 4th St. Patchogue, N.Y. 11772

WANTED

For 31, hubcaps, inside door handles, owners manual, trunk, bumper bolts & brackets for rear bumper, horns & what have you. Robert Castignetti 10 Hart St Burlington, Mass 272-2159

For 1923-30-an L model Lincoln chassis & any style body or parts. Joe Rogers RD #3 Whitehall Rd Norristown, Pa 19401 215 539-4775

For 1936-thermostats of 1-3/8" diameter. George N. Strausse 2120 37th St Rock Island, Ill 61201

For 1923 limo-Brunn type jumpseat or pair of matching jumpseats. Morris Hart 3458 122nd Place N.E. Bellevue, Wash 98005 TV 5-3188

For 1925-original oogah horn, vacuum windshield wiper motor & arm, good to mint hubcaps for artillery wheels, cigar lighter for rt side of instrumnt panel, window crank handle. Steve Lehto 857 Sydnor Dr Cambell, Ca 95008

For 1925-1 long 90° nipple for brake cross shaft; 1 nipple for rear spring shackle, coarse thread; 15 dust covers for nipples; front & rear bumpers & plates & bolts to hold them on; arm for left rear lamp 7 3 lens lamp; link to hold radiator cap on; ign key Yale LM584; 1 bolt for headlight bar. P. Harris-Mayes "Waimarino" Manor Ave Deal CT14-9PN England.

For 1932 KA-pulley for generator, brass cover for distributor wires (looking from front, it the one to the left of dist) and one wheel. J.L. Martin 11450 Gulf Canyon Road Hayward, Calif 94546

For 1934-trunk rack &/or strips & molding, right engine pan, tool box for rt front fender. Charles Chrisman 1915 Humboldt Ave So. Minneapolis, Minn 55403

For 1938-4 beauty rings for wheels; rubber molded parts; taillight lense; extra hubcap; owners manual; service manual; running boards, if they are the same for Brunn as factory. Paul Loree 1914 Colvin Blvd Tonawand, N.Y. 14150

For 1926-left exhaust manifold, 2 NOS condensers & heat riser pipes. Al Scaglione 85 Soper Av Northport, N.Y. 11768

For 1926 Model 141 cabriolet-complete left door but will take any parts. Andrew Rosenfeld 36 Tier Street City Island, N.Y. 10464

For 1939-front & rear bumper guard & rear taillight lense. A. Christopher Affleck RD #1 Stockton, N.J. 08559

For 1933 KB 7 p sedan-windsh ld wiper assembly, right & left. I have assembly but left rod broke on motor side. Light switch on base of steering column or similar from another make or where can I get this one fixed? 2 taillight lense rings & cowl vent gasket. William J. Bazley Box 182 Shelton, Conn 06454

For 1927 Locke phaeton-top saddle rests. Alexander Coles Shawnee-on-Del, Pa. 18356

For 1928-windshield wiper motor, arm & blade or any parts for same; ash trays for rear of 7 p sdn; rear bumper clamps including on with Lincoln script; can anyone tell me where I can have a speedometer for this car cleaned & repaired. Albert Fink Brigham Rd Gates Mills, Ohio 44040

For 34 KB-ash tray that goes in the right side of dash; round & approx. 1 1/2" in diameter. Glen Hague 8817 Haverstick, Indianapolis, Ind 46240

Information on repair of model L Lincoln carb. David Strong Rt 3 Box 222-D Bemidji, Minn 56601

For 1925 touring-left & right front fenders & radiator shell, must be excellent to mint.

For 1928 Brunn towncar-cigarette holders & ash trays for rear. Mark Gamble 6533 Hy 85 Riverdale, Ga. 30274

Want copes of Fork & Blade before May 1969. Want Lincoln owners manuals for 1925 L, 1931 K & 32 KB, also sales literature for same, color preferred. Bob Schill Box 52 Hinsdale, N.H. 03451

For 1927-6 Buffalo wire wheels, correct Waltham clock to fit 1-3/4" hole, horn & mounting brackets. Lawrence H. Johnson 5640 Plymouth Downers Grove, Ill 60515

For 1925-correct clock (Waltham) fits in speedometer, excellent to mint hubcaps for 1926 L wood wheels. Bob Schill P.O. Box 52 Hinsdale, New Hampshire 03451

For 1931-rear mounted trunk. Gerald L. Purcell Rt 1 #9 Camelot Gardens High Ridge, Mo 63049

For 1923 4 p coupe-very urgent, I need horn trumpet or bell. Have lots of parts from 23 7 p sdn parts car, body #11952, for trade. William E. Carey 6120 Cochran St. Huston Texas 77022 695-2148

For 1936 4 dr sdn-headlight rim, rear seat ash tray, fan belt, adjustable valve unit for vacuum brake (unit fits above lower steering column). Leo Fuller P.O. Box 6 Mt. Holly, N.C. 28120

For 1929-air cleaner & housing assy, carb, crossover manifold & what have you. Carl Kalinoff 1265 Lex Park Dr Mansfield, Ohio 44907

For 1938-1 windshield wiper knob & 1 speedometer cable. Burt Austed Goodhue, Minn 55027

For 1935-crankcase. C. F. Reid 194 South Cayuga Road Williamsville, N.Y. 14221

For 1929-30-front bumper & horn, any parts for factory dual cowl body (1930). For 1940-front brake drums & backing plate, will purchase complete front axle & brake drum assembly. W.H. Gottwals 4009 50th St San Diego, Ca 92105

Trunk to fit Model L trunk rack. John Harlan 4800 Edgewood Dr. Richmond, Ind 47374

For 32 KB-a usable radiator shell & shutters. S.A. Quick 9821 Copper Hill Rd St. Louis, Mo 63124